

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312

Columbus, Ohio 43215

(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

CBD19

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME
STREET

VILLAGE OF FAIRFAX

Municipal Building

5903 Hawthorne Avenue

CITY/ZIP

Fairfax, Oh 45227

PROJECT NAME
PROJECT TYPE
TOTAL COST

BRIDGE FAI-069 SUPERSTRUCTURE BEAM REPAIRS

BRIDGE

\$ 46,500

DISTRICT NUMBER
COUNTY

TWO

HAMILTON

PROJECT LOCATION ZIP CODE

45227

02 FEB 27 08:14

OFFICE OF THE
COUNTY ENGINEER

DISTRICT FUNDING RECOMMENDATION To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: \$ 41,850.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation
☐ Grant
☐ Loan
☐ Loan Assistance

State Issue 2 Small Government Fund
☐ State Issue 2 Emergency Funds
☒ Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____

OPWC FUNDING AMOUNT: \$ _____

1.0 APPLICANT INFORMATION

**1.1 CHIEF EXECUTIVE
OFFICER
TITLE
STREET**

**CITY/ZIP
PHONE
FAX**

Theodore Shannon, Jr.
Mayor
Municipal Building
5903 Hawthorne Avenue
Fairfax, OH 45227
(513) 271 - 7707
() n/a -

**1.2 CHIEF FINANCIAL
OFFICER
TITLE
STREET**

**CITY/ZIP
PHONE
FAX**

Mrs. Virmorgan Ziegler
Clerk/Treasurer
Municipal Building
5903 Hawthorne Avenue
Fairfax, OH 45227
(513) 271 - 7012
() n/a -

**1.3 PROJECT MGR
TITLE
STREET**

**CITY/ZIP
PHONE
FAX**

J. Timothy King, PE,PS
Village Engineer
J. T. KING & CO. INC.
9122 Montgomery Road
Cincinnati, OH 45242
(513) 793 - 7667
(513) 985 - 3559

**1.4 PROJECT CONTACT
TITLE
STREET**

**CITY/ZIP
PHONE
FAX**

Mrs. Virmorgan Ziegler
Clerk/Treasurer
Municipal Building
5903 Hawthorne Avenue
Fairfax, OH 45227
(513) 271 - 7012
() n/a -

**1.5 DISTRICT LIAISON
TITLE
STREET**

**CITY/ZIP
PHONE
FAX**

William Brayshaw, PE,PS
Chief Deputy Engineer
Hamilton County Engineers
138 East Court Street
Cincinnati, OH 45202
(513) 632 - 8691
(513) 723 - 9748

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** BRIDGE NO. FAI-069 SUPERSTRUCTURE BEAM REPAIR

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. SPECIFIC LOCATION:

SEE ATTACHED SHEED

B. PROJECT COMPONENTS:

SEE ATTACHED SHEET

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

SEE ATTACHED SHEET

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

SEE ATTACHED SHEET

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

SEE ATTACHED SHEET

FILE: FAIRFAX\FAI-069.I2

2.2.A. SPECIFIC LOCATION

The Bridge No. FAI-069 over Duck Creek is located on Red Bank Road approximately 1500 feet north of the Colbank interchange (Columbia Parkway/Red Bank Road). See attached map.

2.2.B. PROJECT COMPONENTS

This project will consist of:

- a) Removing deteriorated concrete from the sides and bottoms of the existing cast-in-place reinforced concrete beams;
- b) Cleaning the exposed reinforcing steel; and,
- c) Applying new concrete over the sides and bottoms of the beams to provide protection to the reinforcing steel.

Traffic will be maintained at all times during this construction operation.

2.2.C. PHYSICAL DIMENSIONS/CHARACTERISTICS

The existing bridge is comprised of three (3) spans 40 feet in length by 36 feet wide cast-in-place reinforced concrete structure built in 1933. The "tee" beams are integrally cast with the deck. The existing bridge is 38 feet wide with four (4) feet wide metal walkways attached to each side of the bridge for pedestrian traffic.

The surfaces of the concrete beams are deteriorating due to the use of de-icing materials. Concrete is delaminating from the reinforcing steel permitting the steel to be exposed to the elements and subsequent corrosion.

2.1.D. DESIGN SERVICE CAPACITY

The current and proposed service capacity of the bridge will remain the same. The ADT for this structure is 23,000 according to statistics obtained from OKI of which a very high percentage is truck traffic.

Red Bank Road is a major connector between Columbia Parkway/Eastern Avenue on the south to Madison Road/Erie Avenue/I-71 north and southbound on the north. This is the ONLY truck route available through this area since Fairfax and the other surrounding communities have passed ordinances restricting truck traffic through their municipalities. It is imperative that the superstructure be repaired at the earliest possible date to avoid load limits being placed on the structure thus forcing truck traffic to seek alternative (and possibly illegal) routes and/or ignoring the load limit restrictions.

Heavy truck traffic and time will continue to cause deterioration to this structure at an accelerated rate creating a potential threat to the health, safety and welfare of the traveling public using Red Bank Road.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ N/A
	2. Final Design	\$ N/A
	3. Construction Supervision	\$ N/A
b)	Acquisition Expenses	
	1. Land	\$ N/A
	2. Right-of-Way	\$ N/A
c)	Construction Costs	\$ 38,750
d)	Equipment Costs	\$ n/a
e)	Other Direct Expenses	\$ n/a
f)	Contingencies	\$ 7,750
g)	TOTAL ESTIMATED COSTS	\$ 46,500

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

		Dollars	%
a)	Local In-Kind Contributions *	\$	
b)	Local Public Revenues ✓	\$ 4,650	10
c)	Local Private Revenues	\$	
d)	Other Public Revenues		
	1. ODOT	\$	
	2. FMHA	\$	
	3. OEPA	\$	
	4. OWDA	\$	
	5. CDBG	\$	
	6. Other _____	\$	
e)	OPWC Funds		
	1. Grant ✓	\$ 41,850	90
	2. Loan	\$	
	3. Loan Assistance	\$	
f)	TOTAL FINANCIAL RESOURCES	\$ 46,500	

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost - Total Cost of the Prepaid Item.
Cost Item - Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid - Cost Items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category - Source of funds (see section 3.2).
Verification - Invoice(s) and copies of warrant(s) used to for prepaid costs accompanied by Project Manager's Certification (see section 1.4)

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	n/a		\$
2)	n/a		\$
3)	n/a		\$
TOTAL OF PREPAID ITEMS			\$

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$	%
State Issue 2 Funds for Repair/Replacement	\$	
(Not to Exceed 90%)		
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$	%
State Issue 2 Funds for New/Expansion	\$	
(Not to Exceed 50%)		

4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	8 / 1 / 91	5 / 1 / 92
4.2 BID PROCESS	7 / 20 / 92	8 / 20 / 92
4.3 CONSTRUCTION	9 / 20 / 92	5 / 1 / 93

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost overrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Theodore Shannon, Jr.
Theodore Shannon, Jr., Mayor & Mrs. Virmorgan Ziegler, Clerk/Treasurer

Certifying Representative (Type Name and Title)

Virmorgan R. Ziegler
Signature/Date Signed

February 20, 1992

Applicant shall check each of the statements below, confirming that all required information is included in this application:

- | | |
|--|--|
| <input checked="" type="checkbox"/> | A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code. |
| <input checked="" type="checkbox"/> | A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature. |
| <input checked="" type="checkbox"/> | A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature. |
| <input checked="" type="checkbox"/> | A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts. |
| <input checked="" type="checkbox"/> YES
<input checked="" type="checkbox"/> N/A | A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district). |
| <input checked="" type="checkbox"/> YES
<input checked="" type="checkbox"/> N/A | Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application. |

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

William W. Brayshaw, Chairman, District 2 Integrating Committee
Certifying Representative (Type Name and Title)

William W. Brayshaw 4-20-92
Signature/Date Signed

2.3 REQUIRED SUPPORTING DOCUMENTATION

FIVE YEAR PLAN FOR THE VILLAGE OF FAIRFAX

1992	Red Bank Road Bridge No. FAI-049 Superstructure Removal & Replacement.....	\$410,000
	Red Bank Road Bridge No. FAI-069 superstructure Repairs.....	\$45,000
1993	Old Wooster Pike Bridge over CSX Railroad Replacement.....	\$1,000,000
1994	Murray Avenue Joint Repair & Resurfacing.....	\$100,000
1995	Old Wooster Pike Storm Sewer Reconstruction.....	\$175,000
1996	Red Bank Road Widening.....	\$1,500,000
1997	Wooster Pike Storm Sewer Reconstruction and Curb Repair.....	\$250,000

Projects financed 100% by Local funds

1992	Curb Replacement Program.....	\$45,000
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TWO YEAR MAINTENANCE OF EFFORT

1991	Village Wide Curb Removal & Replacement Project.....	\$258,000
1991	Southern Avenue Storm Sewer Improvement.....	\$9,000
1990	High Street Reconstruction.....	\$40,000

The proposed replacement of the bridge superstructure will result in approximately 15 full time jobs with approximately 8 temporary jobs.

3.3 AVAILABILITY OF LOCAL FUNDS

Local funds have been allocated for this project and are available immediately.

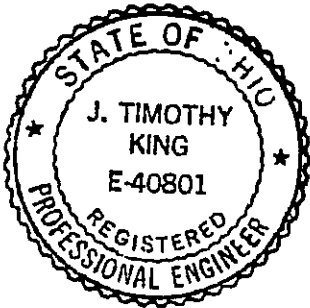
FILE: 69BRIDGE.WK1

RED BANK ROAD BRIDGE NUMBER FAI-069
VILLAGE OF FAIRFAX, OHIO

**** ENGINEER'S ESTIMATE****

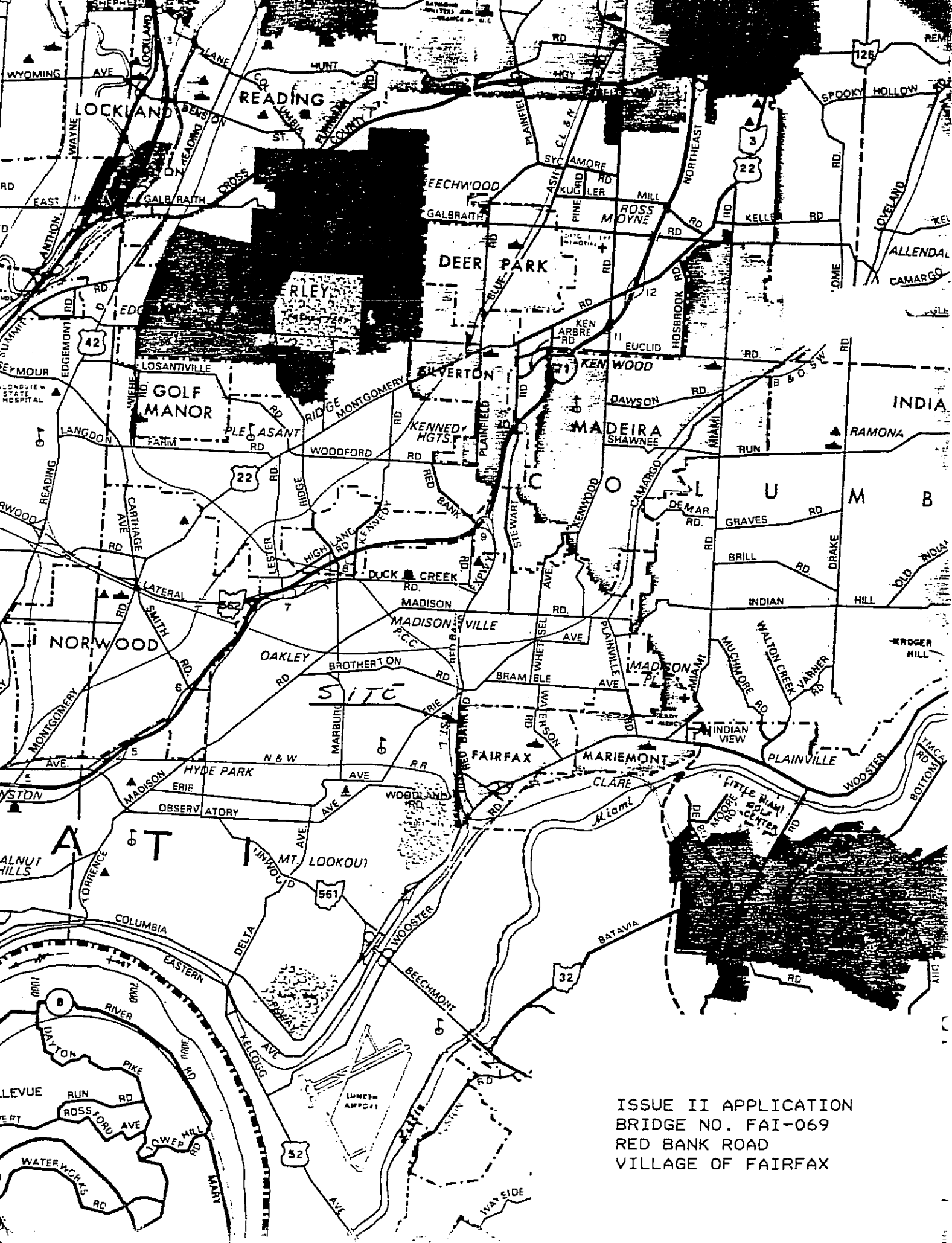
ITEM NO.	DESCRIPTION	UNIT	EST. QUAN.	UNIT COST (\$)			TOTAL COST(\$)
				MATL.	LABOR	TOTAL	
519	PATCHING CONCRETE STRUCTURE	SF		\$ _____	\$ _____	\$ _____	40,000
	.03 REMOVAL OF DISINTEGRATED CONCRETE						
	.04 PREPARATION OF SURFACE						
	.05 PLACING REINFORCING STEEL						
	.06 PLACEING, FINISHING & CURING CONCRETE						
614	MAINTAINING TRAFFIC	LS		\$ _____	\$ _____	\$ _____	6,500
TOTAL.....							\$46,500 =====

THE ESTIMATED LIFE OF THIS PROJECT IS TWENTY (20) YEARS.

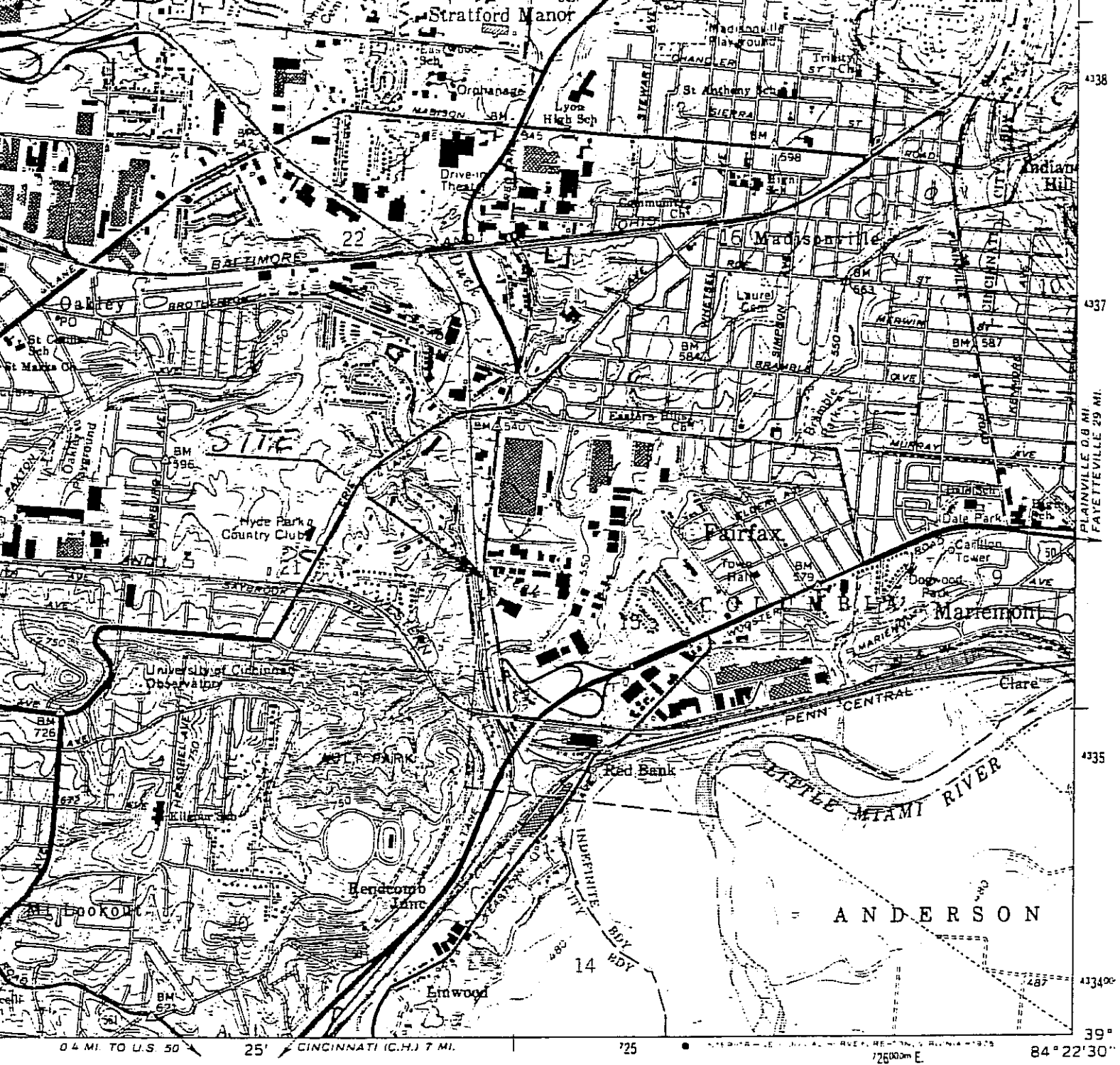


A stylized, handwritten signature in black ink, likely belonging to J. Timothy King.

J. TIMOTHY KING, PE,PS
PROFESSIONAL ENGINEER
OHIO REGISTRATION NO. 40801



ISSUE II APPLICATION
BRIDGE NO. FAI-069
RED BANK ROAD
VILLAGE OF FAIRFAX



ROAD CLASSIFICATION

Heavy-duty	—————	Light-duty	—————
Medium-duty	—————	Unimproved dirt	-----
Interstate Route	⊖	U.S. Route	⊖
		State Route	⊖

CINCINNATI EAST, OHIO

N3907.5—W8422.5/7.5

1961
PHOTOREVISED 1970 AND 1974
AMS 4162 III NW—SERIES V852

ISSUE II APPLICATION
BRIDGE NO. FAI-069
RED BANK ROAD
VILLAGE OF FAIRFAX

STANDARDS
GINIA 22092
ILABLE ON REQUEST

STATE OF OHIO DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
BRIDGE INSPECTION REPORT

BR-86 REV. 04-89

3 1 3 7 3 4 1
STRUCTURE FILE NUMBER

BRIDGE NUMBER HAM S0331 0069 FAIRFAX
CO ROUTE UNIT

YEAR BUILT 3071

DISTRICT 08

BRIDGE TYPE 121

TYPE SERVICE 1 55

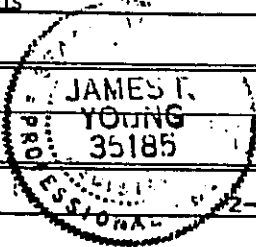
DUCK CREEK

HAM

COND

COND

DECK			
1. FLOOR	1-CONC 8	2	2. WEARING SURFACE
			6-ASPLT 40
3. CURBS, SIDEWALKS & WALKWAYS	2-STL/2-STL 9	2	4. MEDIAN
			41
5. RAILING	6-STL 10	2	6. DRAINAGE
			2-THRU CURB 42
7. EXPANSION JOINTS	4 11	3	8. SUMMARY
			43
SUPERSTRUCTURE			
9. ALIGNMENT	MAX.SPAN= 47	12	10. BEAMS/GIRDERS/SLAB STIRRUPS
			EXTERIOR BEAMS BADLY SPALLING STIRRUPS EXPOSED 4-CONC 44
11. DIAPHRAGMS or CROSSFRAMES	TOT.LGTH= 140	13	12. JOISTS/STRINGERS
			45
13. FLOOR BEAMS		14	14. FLOOR BEAM CONNECTIONS
			46
15. VERTICALS		15	16. DIAGONALS
			47
17. END POSTS		16	18. TOP CHORD
			48
19. LOWER CHORD		17	20. LOWER LATERAL BRACING
			49
21. TOP LATERAL BRACING		18	22. SWAY BRACING
			50
23. PORTALS		19	24. BEARING DEVICES
			0 51
25. ARCH		20	26. ARCH COLUMNS or HANGERS
			52
27. SPANDREL WALLS		21	28. PAINT (YEAR/CONDITION)
			53
29. PINS/HANGERS/HINGES		22	30. FATIGUE PRONE CONNECTIONS
			56
31. LIVE LOAD RESPONSE		23	32. SUMMARY
			57
SUBSTRUCTURE			
33. ABUTMENTS	2-CONC 24	2	34. ABUTMENT SEATS
			58
35. PIERS	0-NONE 25	2	36. PIER SEATS
			59
37. BACKWALLS		26	38. WINGWALLS
			60
39. FENDERS and DOLPHINS	SPANS= 3	27	40. SCOUR
			3-SCOUR POSS 61
41. PIERS= 0		28	42. SUMMARY
			63
CULVERTS			
43. GENERAL		29	44. ALIGNMENT
			64
45. SHAPE		30	46. SEAMS
			65
47. HEADWALLS or ENDWALLS		31	48. SCOUR
			66
49.		32	50. SUMMARY
			67
CHANNEL			
51. ALIGNMENT		33	52. PROTECTION
			0 68
53. WATERWAY ADEQUACY		34	54. SUMMARY
			69
APPROACHES			
55. PAVEMENT	2-ASPLT 35	2	56. APPROACH SLABS
			70
57. GUARDRAIL		36	58. RELIEF JOINTS
			71
59. EMBANKMENT	BRDG.WIDTH= 35.0	37	60. SUMMARY
			PCT.LEGAL=100 72
GENERAL			
61. NAVIGATION LIGHTS		38	62. WARNING SIGNS
			MAINT.RESP:3-COUNTY 73
MVC DN=9999 UND=0000	N		
63. VERTICAL CLEARANCE		39	64. GENERAL APPRAISAL & OPERATIONAL STATUS
			74



65. INSPECTED BY

James T. Young

SIGNED

76 INITIALS

66. REVIEWED BY

Stephen J. May PE

SIGNED

78 INITIALS

TRUMAN R. YOUNG & ASSOCIATES

1216 EAST McMILLAN ST.

CINCINNATI, OHIO 45206

APR 04 1991

DATE

092490

80

85

11111111

86

87. SURVEY

93

DATE

022891

94

99

RESOLUTION RL-1992

A RESOLUTION AUTHORIZING THE MAYOR AND THE CLERK-TREASURER
TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION
FOR STATE ISSUE #2 FUNDS, AND DECLARING AN EMERGENCY

WHEREAS, bridge repairs are a priority of the Village
of Fairfax; and

WHEREAS, the Ohio Revised Code has allowed for the
issuance of State Issue #2 funds for 1992; and

WHEREAS, the District Public Works Integrating
Committee of Hamilton County (DPWIC) is the recipient of State
Issue funds in the amount of \$8,956,000 from the Ohio Public
Works Commission (OPWC); and

WHEREAS, the Village of Fairfax will apply for funding
under State Issue #2 as part of District #2 (Hamilton County)
allocation for bridge repairs and improvements.

NOW, THEREFORE, be it resolved by the Council of the
Village of Fairfax, Ohio:

SECTION I: That the Council of the Village of
Fairfax does hereby endorse and support the application for State
Issue #2 funds for repairs and improvements on both the south and
north bridges on Red Bank Road within the Village of Fairfax.

SECTION II: That the Mayor and the Clerk-Treasurer
are hereby authorized and directed to file an application with
the District Public Works Integrating Committee of Hamilton
County (DPWIC) for Ohio Public Works Commission funding under
State Issue #2 for 1992, and if awarded to implement said
program.

SECTION III: That the Village of Fairfax hereby
requests the District Public Works Integrating Committee (DPWIC)

RESOLUTION R1-1992

A RESOLUTION AUTHORIZING THE MAYOR AND THE CLERK-TREASURER TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR STATE ISSUE #2 FUNDS, AND DECLARING AN EMERGENCY

WHEREAS, bridge repairs are a priority of the Village of Fairfax; and

WHEREAS, the Ohio Revised Code has allowed for the issuance of State Issue #2 funds for 1992; and

WHEREAS, the District Public Works Integrating Committee of Hamilton County (DPWIC) is the recipient of State Issue funds in the amount of \$8,956,000 from the Ohio Public Works Commission (OPWC); and

WHEREAS, the Village of Fairfax will apply for funding under State Issue #2 as part of District #2 (Hamilton County) allocation for bridge repairs and improvements.

NOW, THEREFORE, be it resolved by the Council of the Village of Fairfax, Ohio:

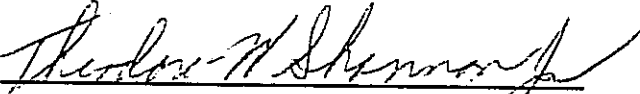
SECTION I: That the Council of the Village of Fairfax does hereby endorse and support the application for State Issue #2 funds for repairs and improvements on both the south and north bridges on Red Bank Road within the Village of Fairfax.

SECTION II: That the Mayor and the Clerk-Treasurer are hereby authorized and directed to file an application with the District Public Works Integrating Committee of Hamilton County (DPWIC) for Ohio Public Works Commission

and the Ohio Public Works Commission (OPWC) to consider and fund the referenced application.

SECTION IV: That this Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety and general welfare and shall be effective immediately. The reason for said declaration of emergency is the immediate necessity of Council's approval for applying for Issue #2 funds within the period of application.

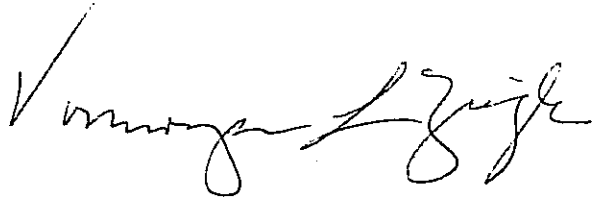
Passed this 19th day of February, 1992.


MAYOR

ATTEST:


CLERK-TREASURER

I hereby certify this to be a true and correct copy of Resolution R1-1992 passed at a meeting of the Council of the Village of Fairfax on the nineteenth day of February, 1992.



ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1993, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, must be provided to substantiate the stated percentage.

Typical examples are:

Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

Total No. of bridges in Village = 7

Total No. of Bridges in poor conditions = 2

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the latest general appraisal and condition rating.

Closed	_____	Poor	<u> X </u>
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

SEE ATTACHED SHEET

ADDITIONAL SUPPORT INFORMATION

2. STATEMENT OF THE NATURE OF DEFICIENCY

Bridge No. FAI-069 (Red Bank Road)

This bridge was constructed in 1933 of reinforced cast-in-place concrete which consists of abutments, two piers and three 40 feet long spans of concrete "tee" beams approximately 4 feet in depth. In 1971 the deck was widened to 36 feet from 27 feet by the removal of the concrete curb/walkway and the attachment of metal grating pedestrian walkways on each side of the deck.

The bridge exhibits deterioration on the surface of the beams. This type of deterioration can and must be corrected early to avoid structural deterioration which would require the total replacement of the superstructure.

Also, a large percentage of trucks traveling this roadway are over the legal load limit which places additional stress on the structure and accelerates the deterioration. The County Engineer's office has set up weigh station check points along this roadway at the request of the municipalities to apprehend and document the truck overloading condition.

Permitting the continued deterioration of this structure will jeopardize the health, safety and welfare of the traveling public.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule. 1-1/2 months

Please indicate the current status of the project development by circling the appropriate answers below. PROVIDE ACCURATE ESTIMATE.

- a) Has the Consultant been selected?..... Yes ~~xxxxxxx~~ ~~N/A~~
b) Preliminary development or engineering completed? Yes ~~xxxxxxx~~ ~~N/A~~
c) Detailed construction plans completed?..... ~~xxxxxxx~~ Yes ~~No~~ ~~xxxxxxx~~
d) All right-of-way and easements acquired?..... Yes ~~xxxxxxx~~ ~~N/A~~
e) Utility coordination completed?..... Yes ~~xxxxxxx~~ ~~N/A~~

Give estimate of time, in weeks or months, to complete any item above not yet completed.

- c) within two months from 2/29/92

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

SEE ATTACHED SHEET

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

LOCAL

To what extent are matching funds to be utilized, expressed as a Percentage of anticipated CONSTRUCTION costs?

TEN PERCENT

ADDITIONAL SUPPORT INFORMATION

4. The proposed infrastructure replacement project will provide for:
- a.) Stopping or significantly reducing the deterioration to the superstructure;
 - b.) Increasing the useful life of the structure; and,
 - c.) Providing for the continued use of the roadway by fire and medical equipment, by through truck traffic and by local truck traffic serving industry and commerce in the immediate vicinity of the bridge.

9. REGIONAL SIGNIFICANCE

Red Bank Road is of regional significance since it is the only connector route between Columbia Parkway/Wooster Pike/Easter Avenue on the south to Madison Avenue/Erie Avenue/I-71 north and southbound on the north. Please refer to the enclosed map.

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID. Attach a copy of the document (ordinance, resolution, etc.) which imposes the ban.**

COMPLETE BAN _____ PARTIAL BAN _____ NO BAN X *
* A PARTIAL BAN IS BEING CONSIDERED BY THE COUNTY ENGINEER
Will the ban be removed after the project is completed? YES _____ NO _____

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

28,000 users

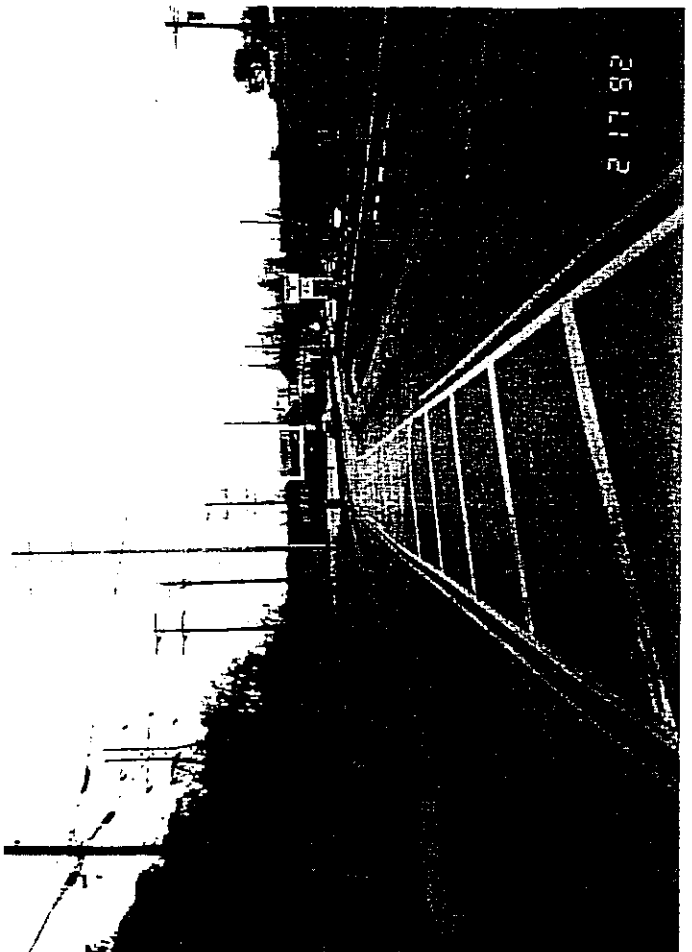
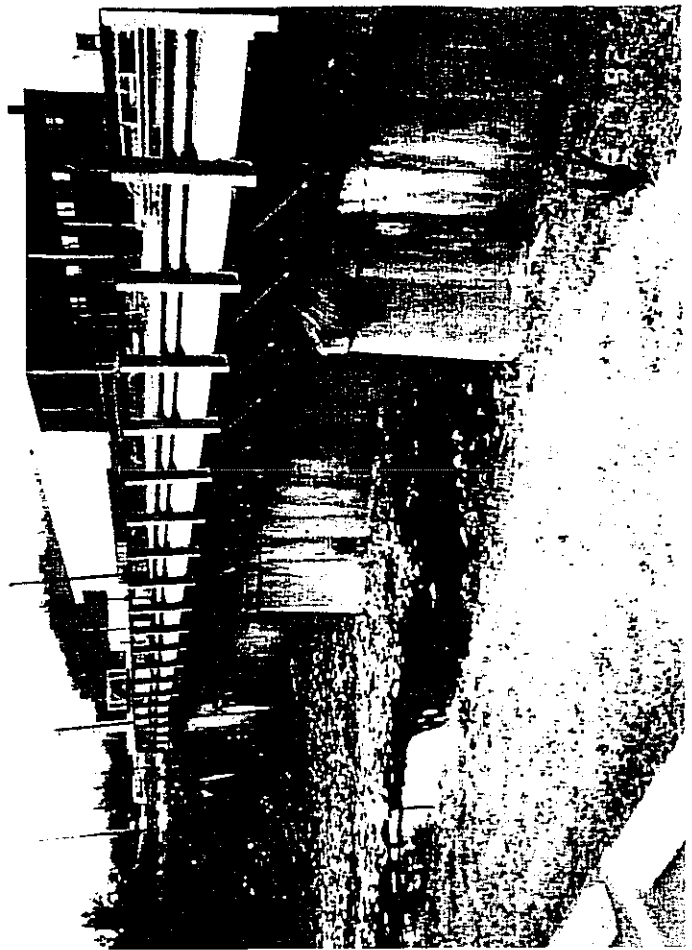
For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

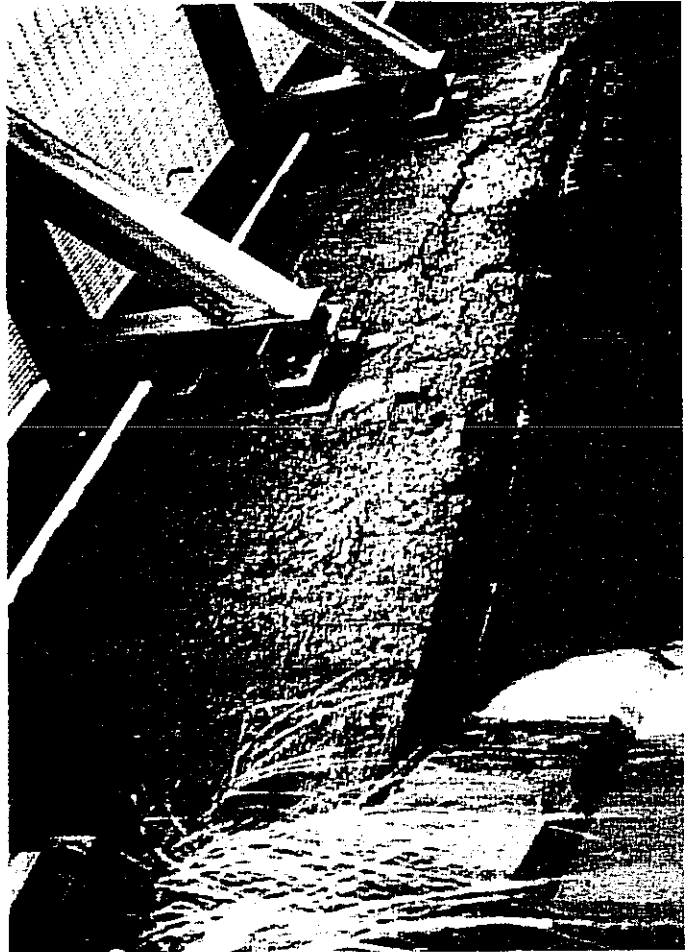
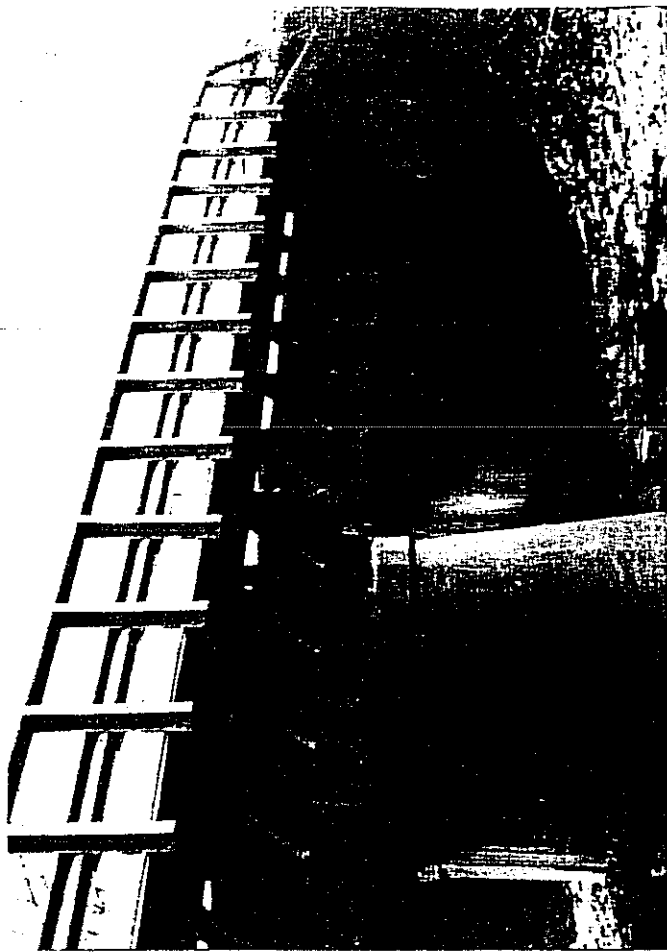
8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

SEE ATTACHED SHEET





OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2) - ROUND 5
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) - ROUND 4
FY 1993 PROJECT SELECTION CRITERIA - 7/1/92 TO 6/30/93
ADOPTED BY DISTRICT 2 INTEGRATING COMMITTEE, 2/21/92

JURISDICTION/AGENCY: VILLAGE OF FAIRFAX

PROJECT IDENTIFICATION:

SUPERSTRUCTURE REPAIRS TO BRIDGE N^o FAI-069

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

POINTS

TOTAL POINTS FOR THIS PROJECT - 55

10

1) Type of project

10 Points - Bridge, road, stormwater
5 Points - All other projects

10

2) If Issue 2/LTIP funds are granted, when would the construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

10 Points - Will definitely be awarded by end of 1992
5 Points - Some doubt as to whether it can be awarded by end of 1992
0 Points - No way it can be awarded in 1992

6

3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

15 Points - Poor condition
12 Points -
9 Points - Fair to Poor condition
6 Points -
3 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

2

- 4) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significantly effect on serviceability (e.g., widen to add lanes along entire project)
 8 Points - Moderate to significant effect on serviceability
 6 Points - Moderately effect on serviceability (e.g., widen existing lanes)
 4 Points - Little to no effect on serviceability
 2 Point - Little or no effect on serviceability (e.g., street or bridge deck rehab)

1

- 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

They say $\frac{2}{7} = 29\%$

I say $\frac{1}{7} = 14\%$;

they say this bridge is in poor condition, whereas the bridge rating (5) indicates fair condition

3 Points - 50% and over
 2 Points - 30% to 49.9%
 1 Point - 10% to 29.9%
 0 Points - Less than 10%

4

- 6) How important is the project to the HEALTH, SAFETY, and WELFARE of the public and the citizens of the District and/or the service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors
 8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
 4 Points - Minimal importance, with noticeable impact on 1 factor
 2 Points - No measurable impact

6

- 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
 8 Points -
 6 Points - Fair
 4 Points -
 2 Points - Excellent

- 1 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 5 points. MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

- 0 9) Has any formal action or orders by a federal, state, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures, EPA orders to replace or repair sewerage, and moratoriums on building permits in a particular area due to local flooding downstream. POINTS CAN BE AWARDED ONLY IF CONSTRUCTION OF THE PROJECT BEING RATED WILL CAUSE THE BAN TO BE REMOVED.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

- 10 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

- 5 11) Does the infrastructure have REGIONAL impact? Consider originations & destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc. (Functional classifications to be revised in the future to conform to new Surface Transportation Act.)

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal-Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal-Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

TOTAL AVAILABLE POINTS: 98